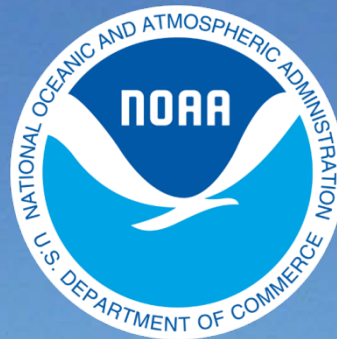


BookletChart™

Galveston to Rio Grande

NOAA Chart 1117A

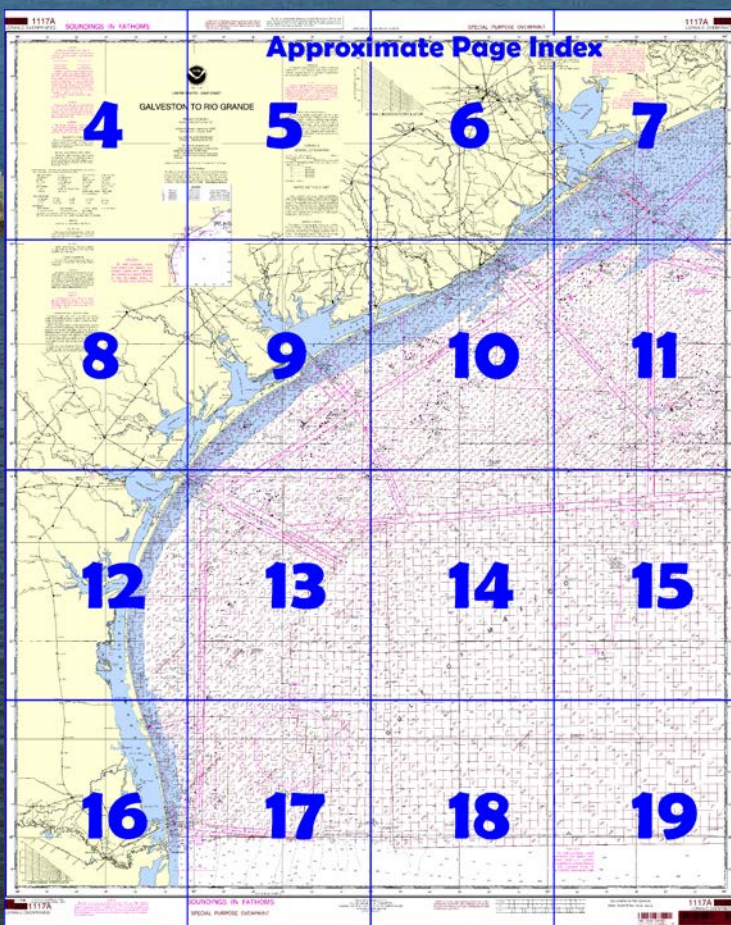


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

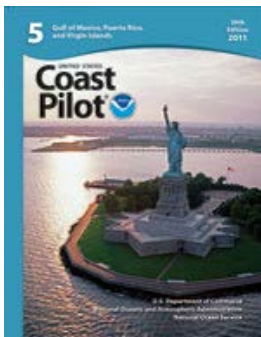
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=5.



(Selected Excerpts from Coast Pilot)

Weather The climate along this stretch of coast is a mixture of tropical and temperate zone conditions. The area receives abundant rainfall and moderate temperatures, with only a few short periods where temperatures fall to freezing or below. The Gulf of Mexico helps modify the relative humidity and temperature conditions, decreasing the range between extremes. When S winds prevail these marine effects are increased. However,

continental heat and cold waves penetrate the area at times. During summer, prevailing southeasterlies help cool the air and produce showers.

Navigation is hampered at times by extratropical or winter systems, fog, thunderstorms, and tropical cyclones. This area is located S of the mean track of continental extratropical cyclones. During winter, this track reaches its S limit, and some 15 to 20 associated fronts reach the Gulf of Mexico. These "northers" are common from October through February. The mixing of cold and warm air may also trigger the formation of an extratropical cyclone in the Gulf. The cold fronts and winter storms result in gale-force winds blowing 1 percent of the time and winds of 22 knots or more occurring 7 to 12 percent of the time. Waves of 10 feet or more are common, while 20-foot seas have been encountered. Tropical cyclones are a threat to navigation from late May into early November. On average, a tropical cyclone (winds 34 knots or more) will move through the region every 1 to 2 years, while a hurricane (winds 64 knots or more) can be expected every 4 to 5 years. Winds can be expected to reach 100 knots about every 25 years. These systems can also generate rough seas. Carla and Audrey produced 28- to 30-foot seas. On average, maximum significant wave heights of about 40 feet can be expected once every 25 years in deep waters.

While fog occurs throughout the year, it is much more likely in winter and early spring; February is often the foggiest month. Port Arthur averages 42 days annually when visibilities fall below 0.4 mile. These monthly averages range from less than 1 day in the summer months to 8 days in January. Offshore visibilities fall below 2 miles about 2 to 3 percent of the time from December through April. On average, sound signals operate more than 100 hours per month in December and January. Visibilities may also be restricted by precipitation and smoke.

Dangers.—The coast has fairly uniform depths with few outlying dangers except in the vicinity of the passes and off the mouth of the Brazos River where shoaling to 18 feet is reported as far as 5 miles offshore; otherwise, vessels of any draft can approach to within 2.5 miles of the shore. Other reported dangers are about 20 miles SW of the entrance to the Brazos River and consist of occasional ridges of soft mud having as little as 4 fathoms over them, with general surrounding depths of 5 to 5½ fathoms. Oil wells may be encountered offshore, especially in the vicinity of Freeport Harbor. Mariners are cautioned to give them a wide berth especially when drilling operations are in progress.

Caution.—Hurricane Beulah in September 1967 caused considerable damage in the Gulf Coast area. Mariners are advised to exercise extreme caution as depths may vary from those charted and mentioned in the Coast Pilot. In addition, Hurricane Beulah created many new cuts or passes through the beach. Many of these cuts were reported in the stretch of beach extending N from about 6 miles N of Port Mansfield Channel for a distance of 20 miles. These openings in the beach should not be used for navigation.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

NOTE B

These are parallel shipping safety fairways and not a traffic separation scheme. However, in the interest of vessel traffic safety use of the northeast lane for inbound (298° true) traffic and the southwest lane for outbound (118° true) traffic is recommended.

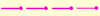
WARNING


The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:


Pipeline Area


Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

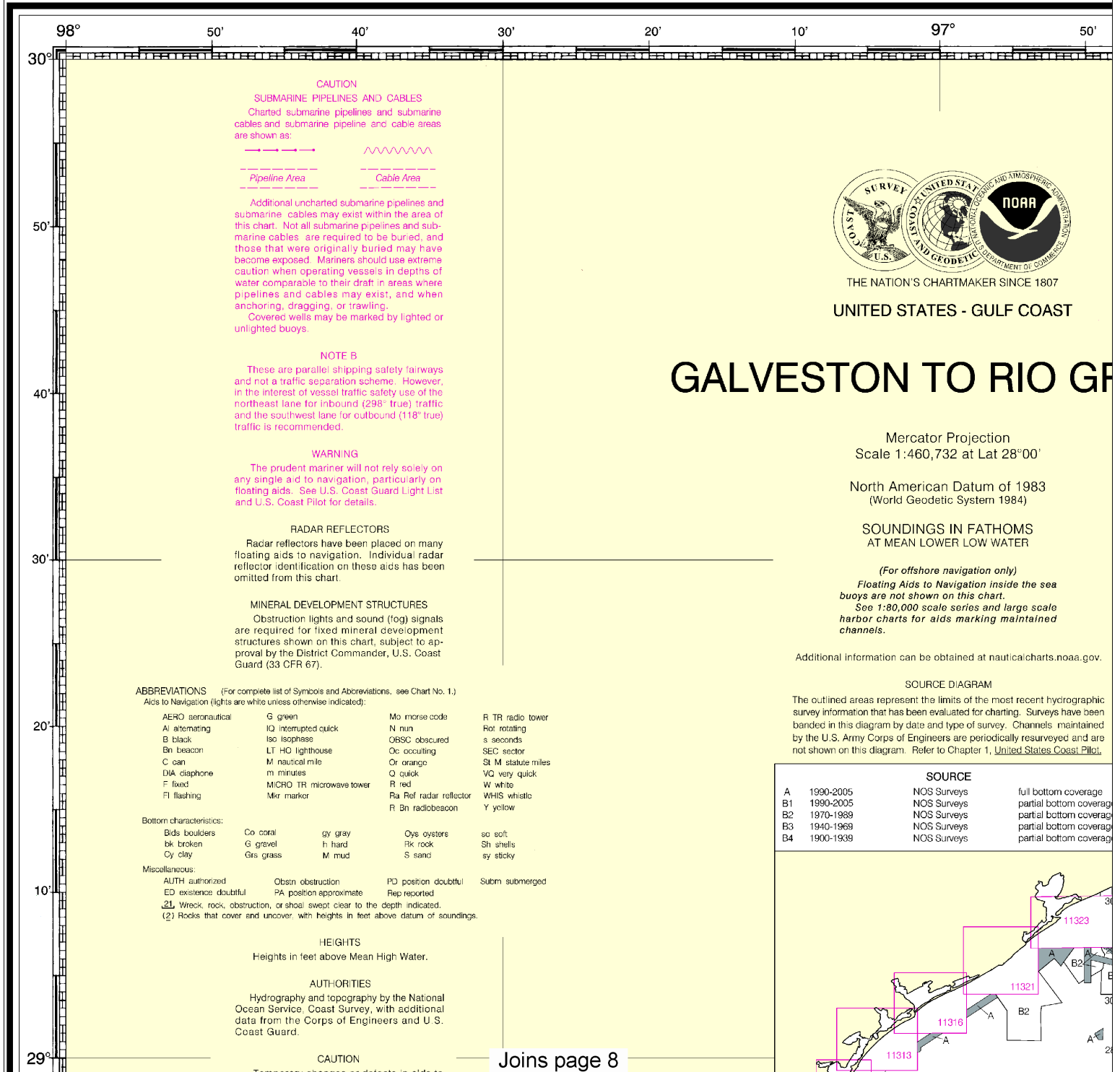
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

11300 1117A

SOUNDINGS IN FATHOMS

Offshore oil and gas
indicated in red from 1984
(formerly the Bureau
furnished to June 1984)



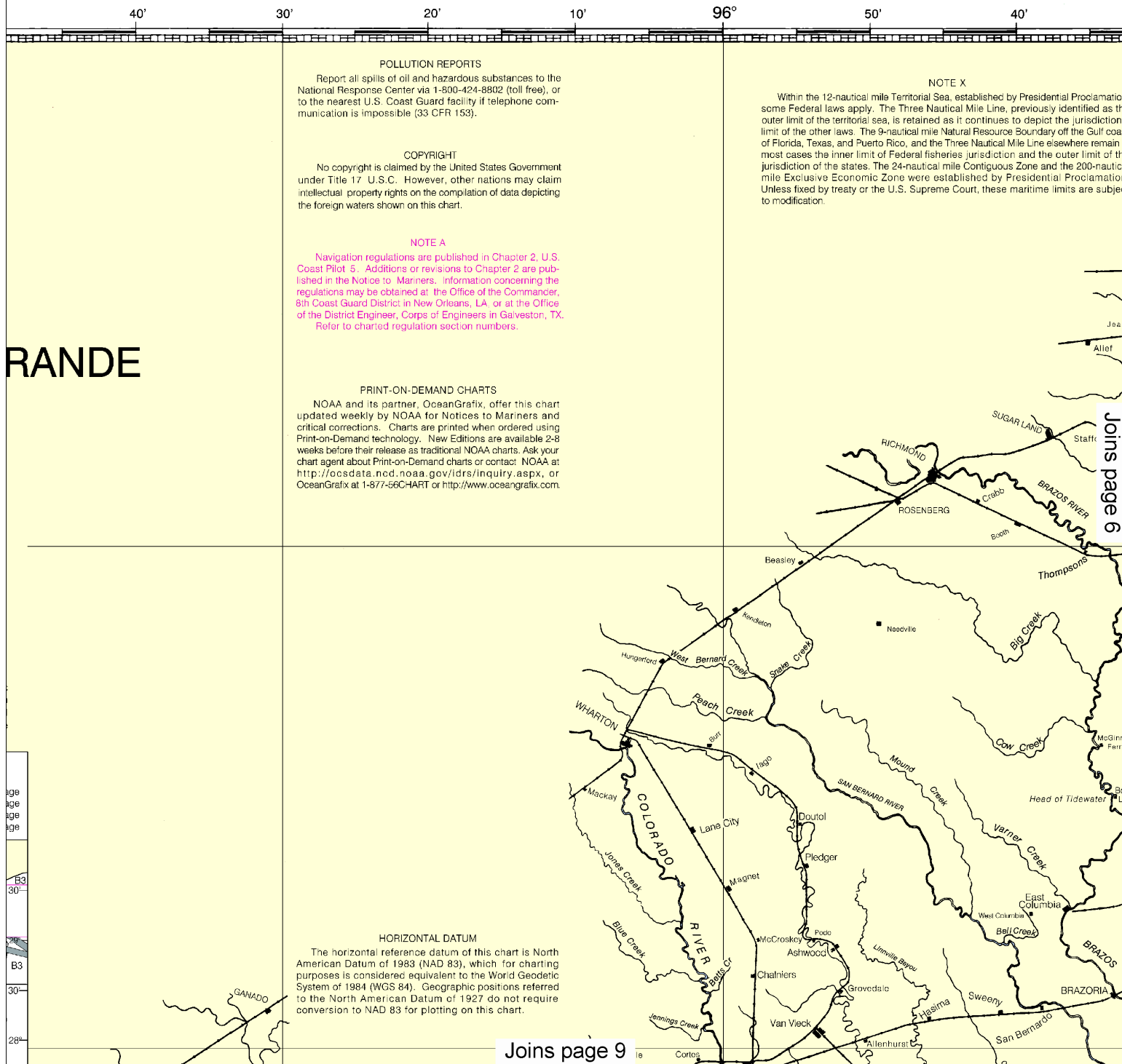
4

Note: Chart grid lines are aligned with true north.

gas leasing areas and blocks
Minerals Management Service
u of Land Management) data
83.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178



RANDE

age
age
age
age

B3

30'

B3

30'

28'

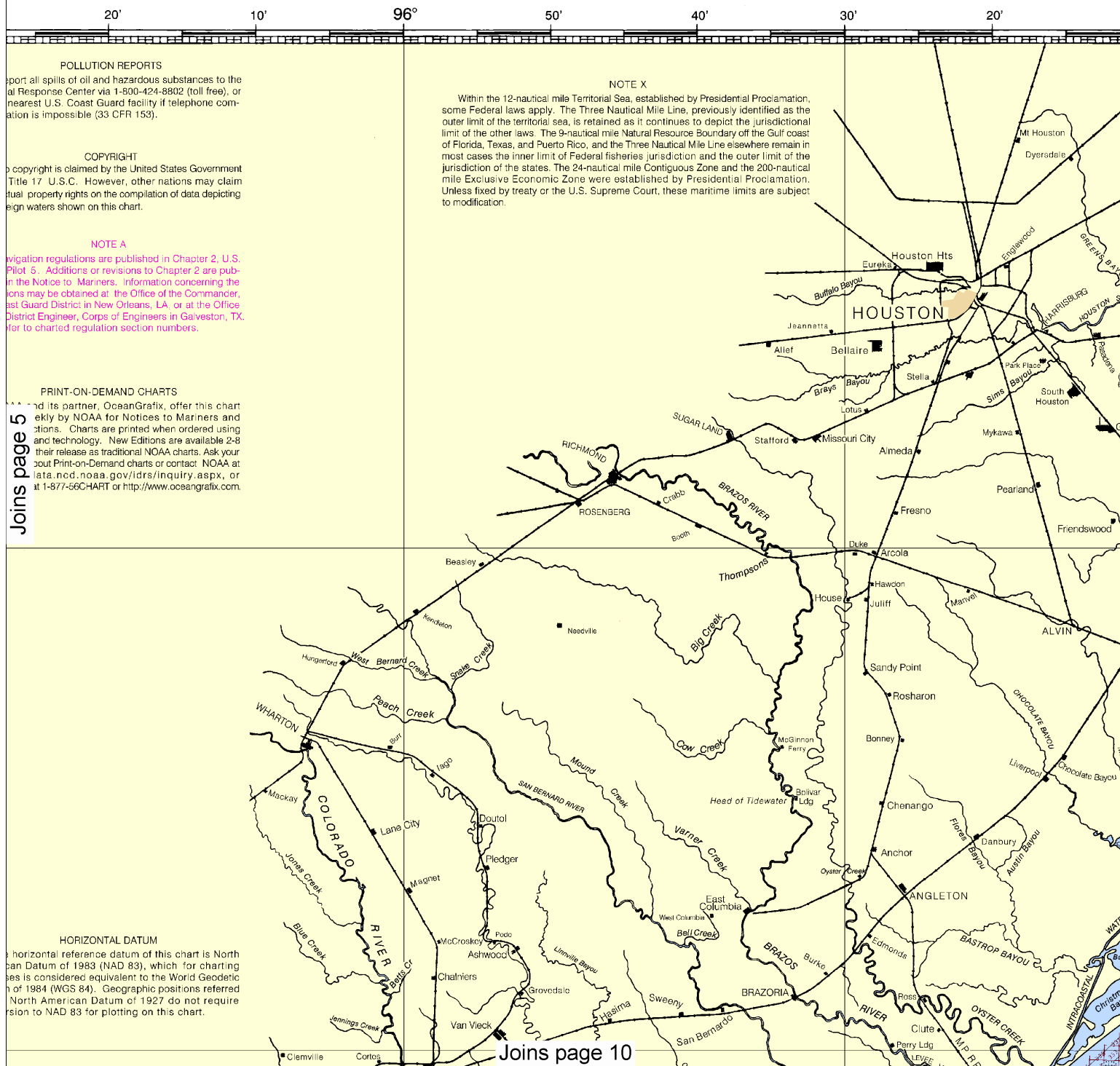
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:614309. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

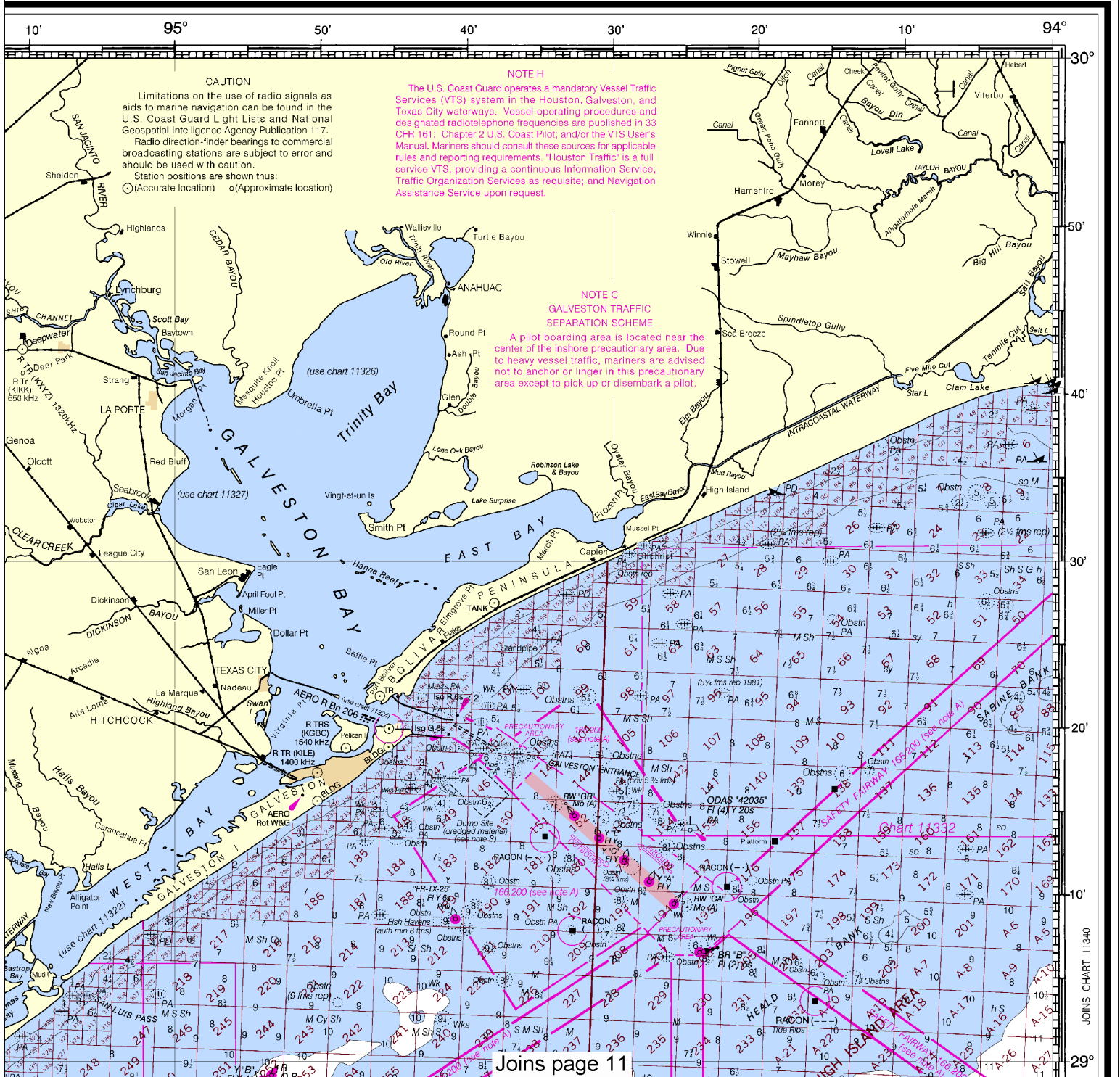
been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, 1205 National Oceanic Highway, Maryland 20910-3282

Formerly C&GS 1117, 1st Ed., Mar. 1919 C-1919-192, KAPP 178

SPECIAL PURPOSE



OVERPRINT



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
 NGA Weekly Notice to Mariners: 0613 2/9/2013,
 Canadian Coast Guard Notice to Mariners: n/a.

Heights in feet above Mean High Water.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

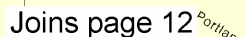
Unexploded ordnance is known to exist in this area. Ordnance removed from the ocean floor should be reported to the U.S. Coast Guard immediately for disposal instructions. See annual NM 1 (39).

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

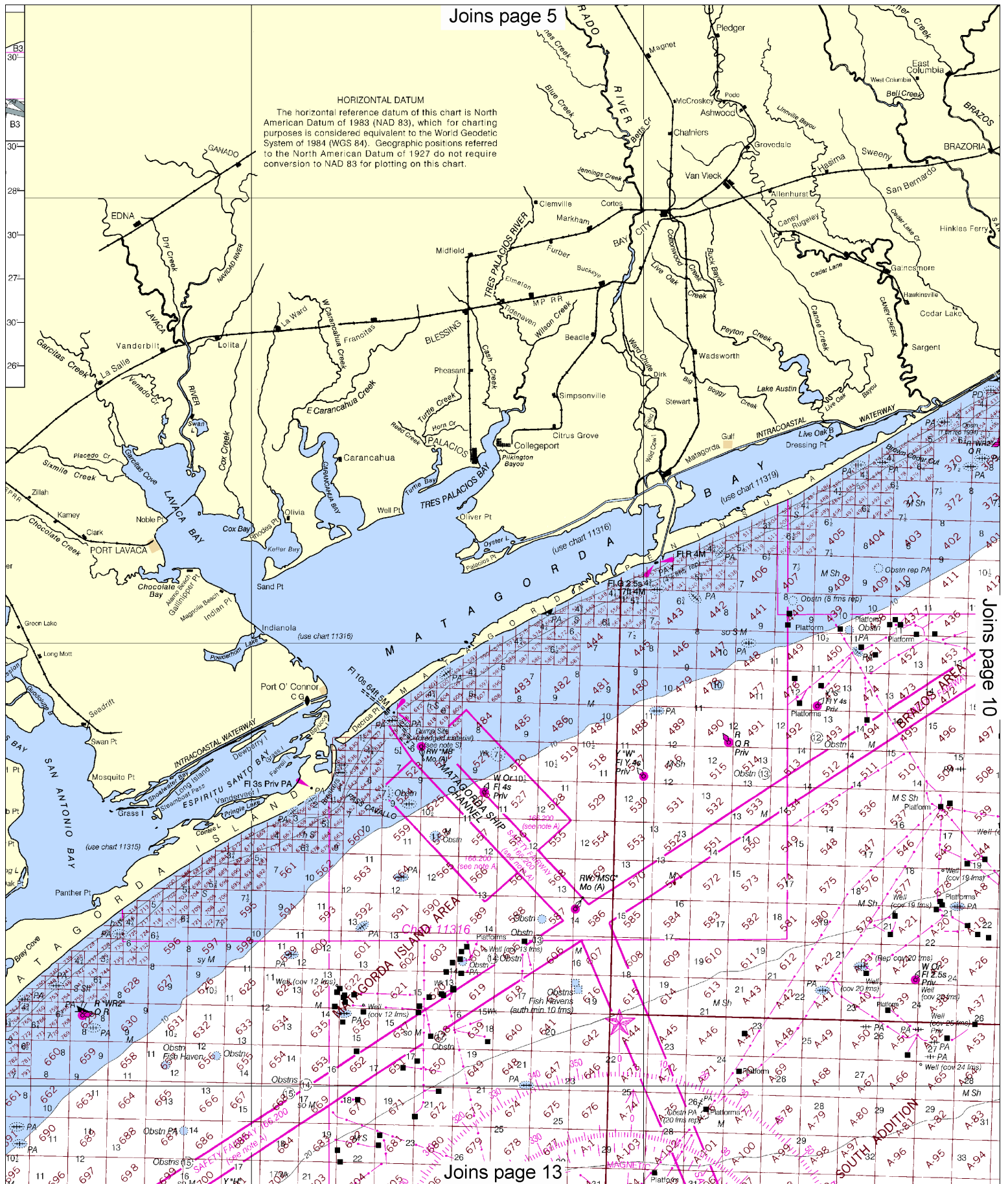
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

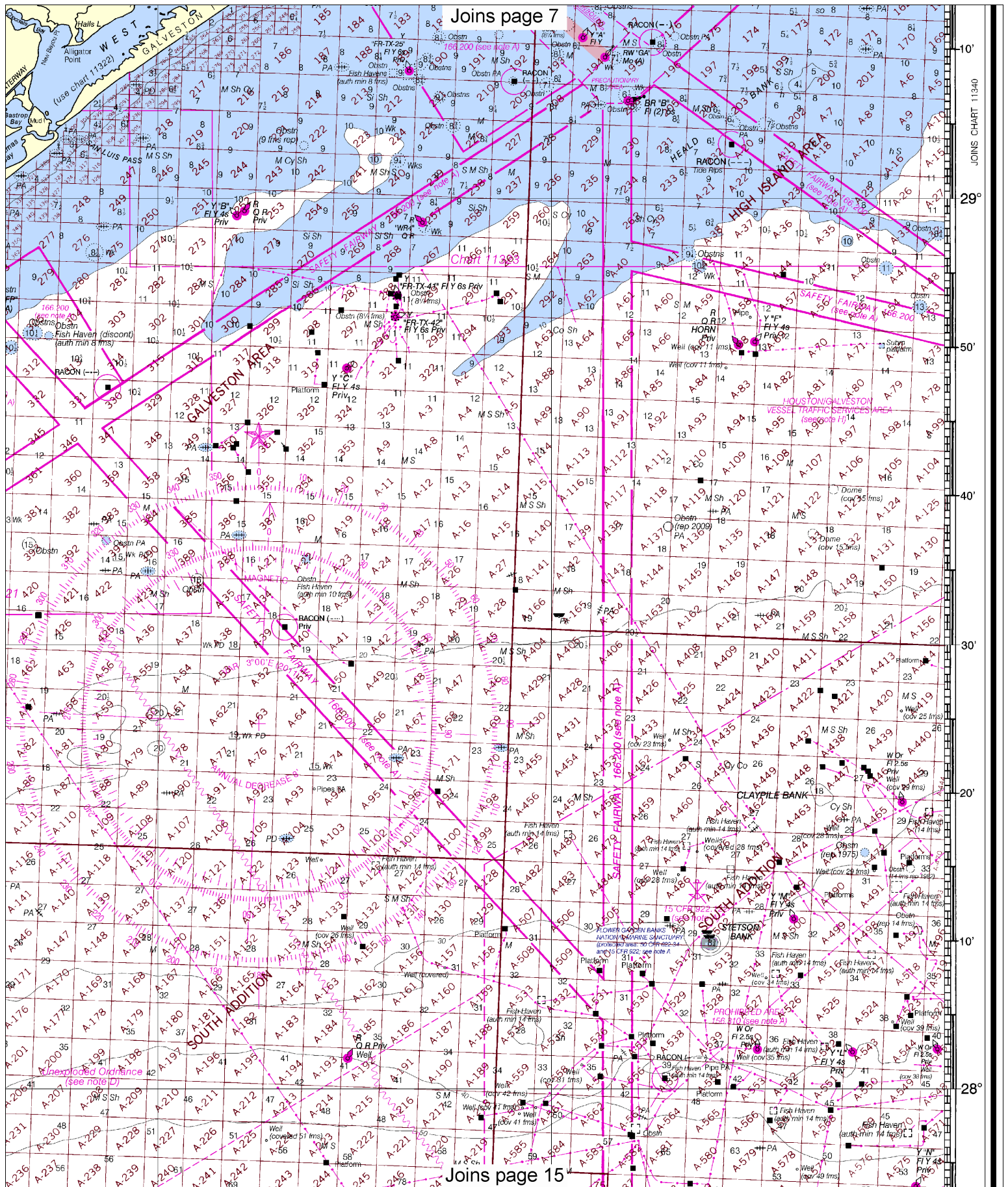
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

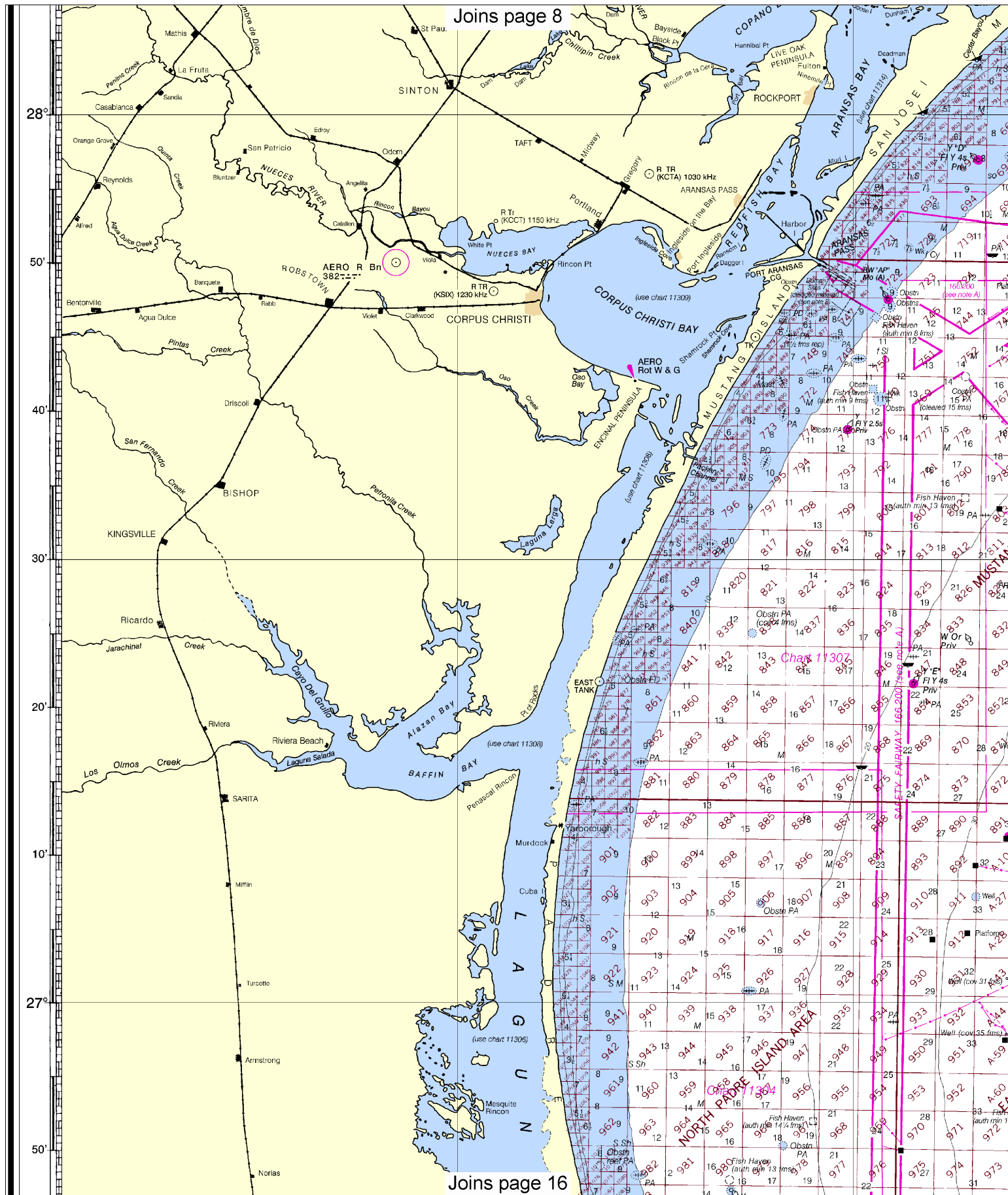
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.

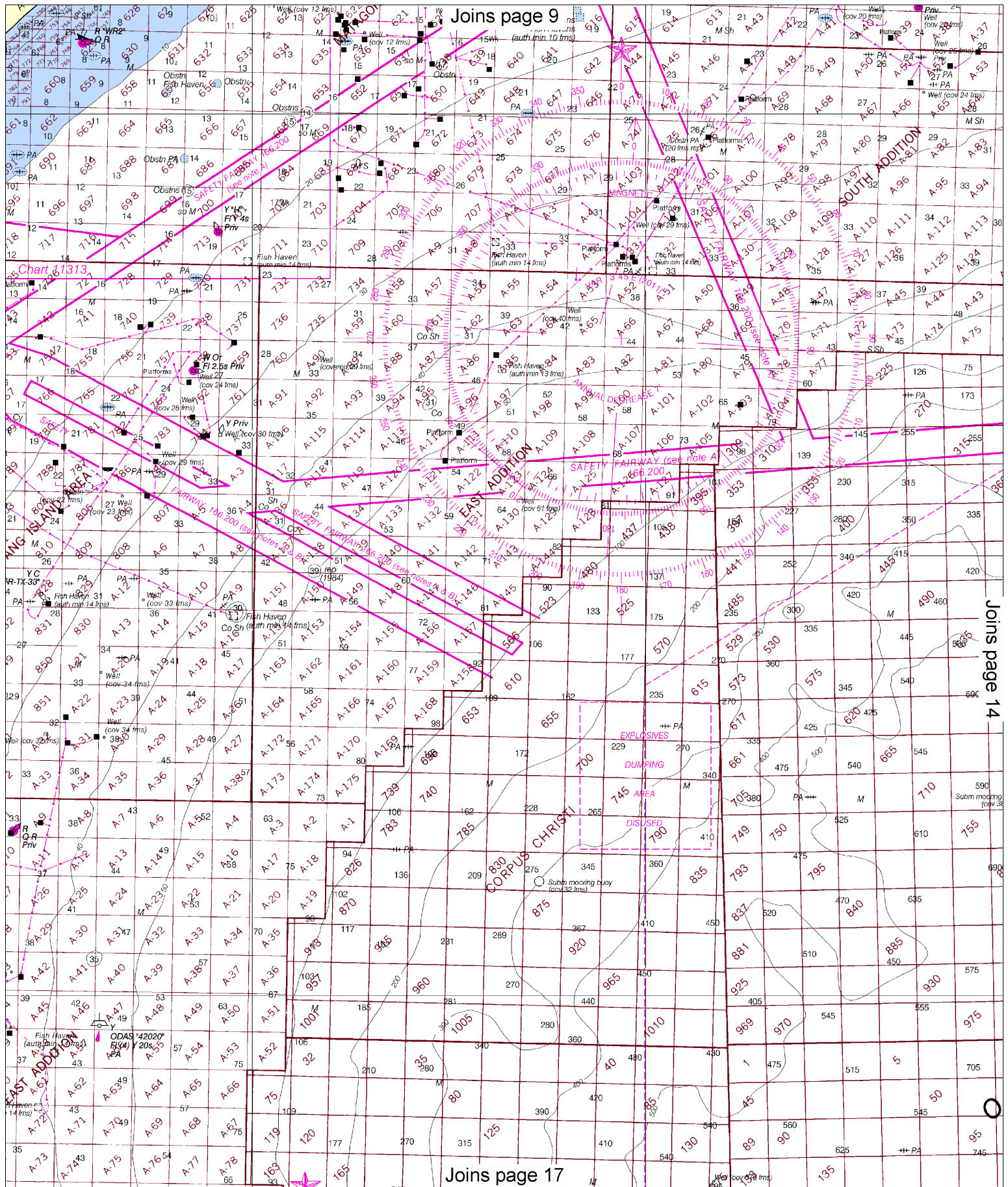


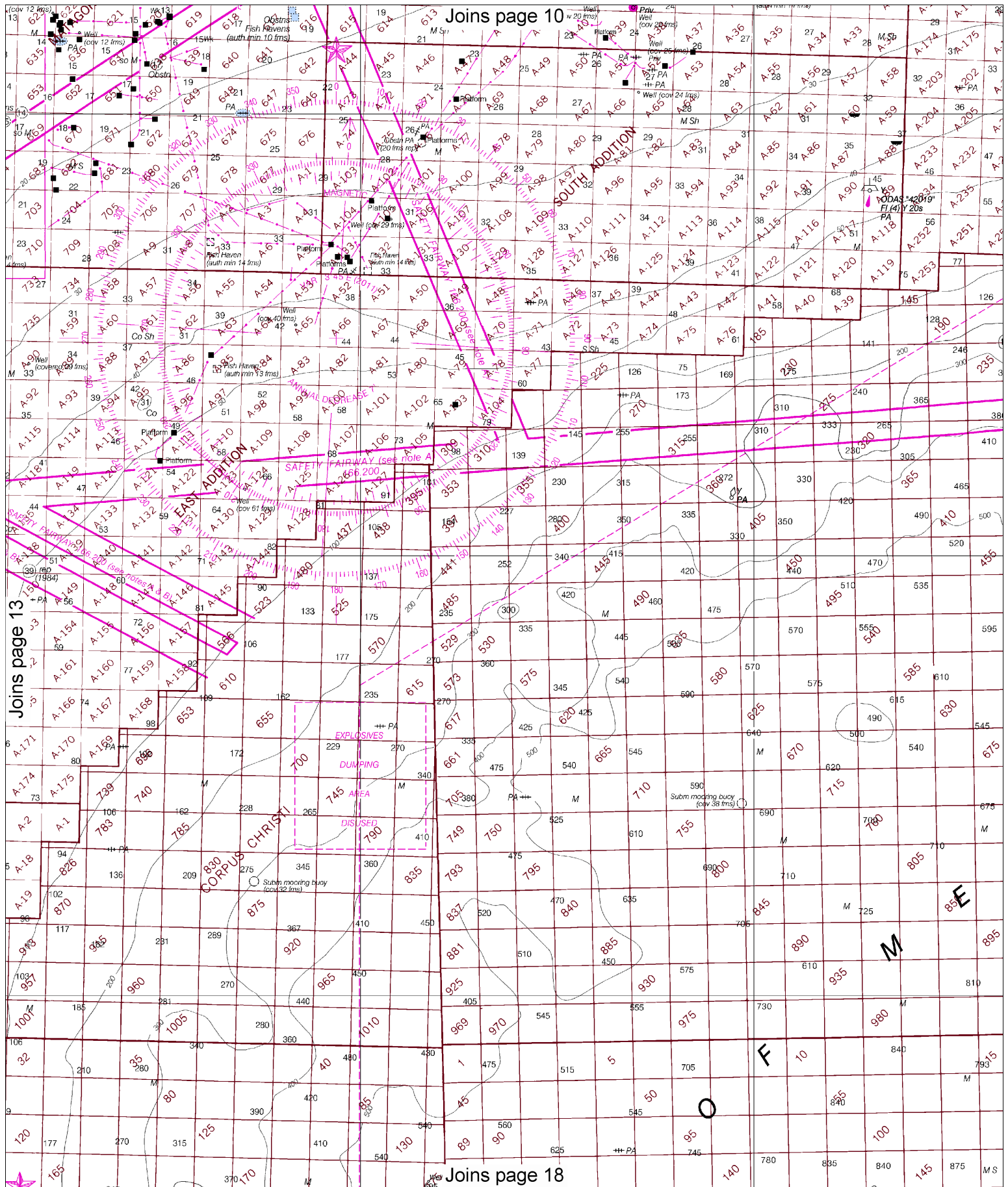
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.



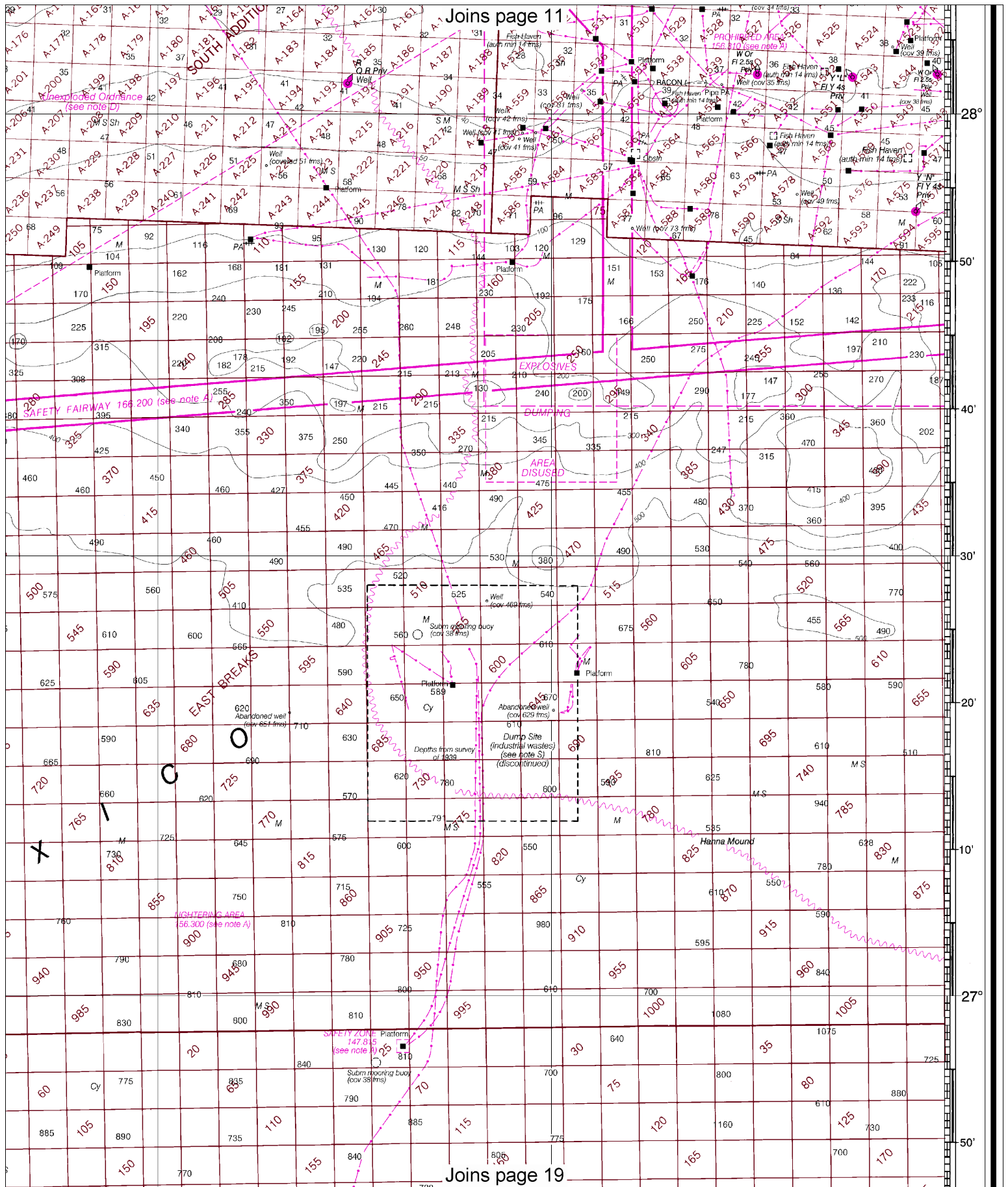


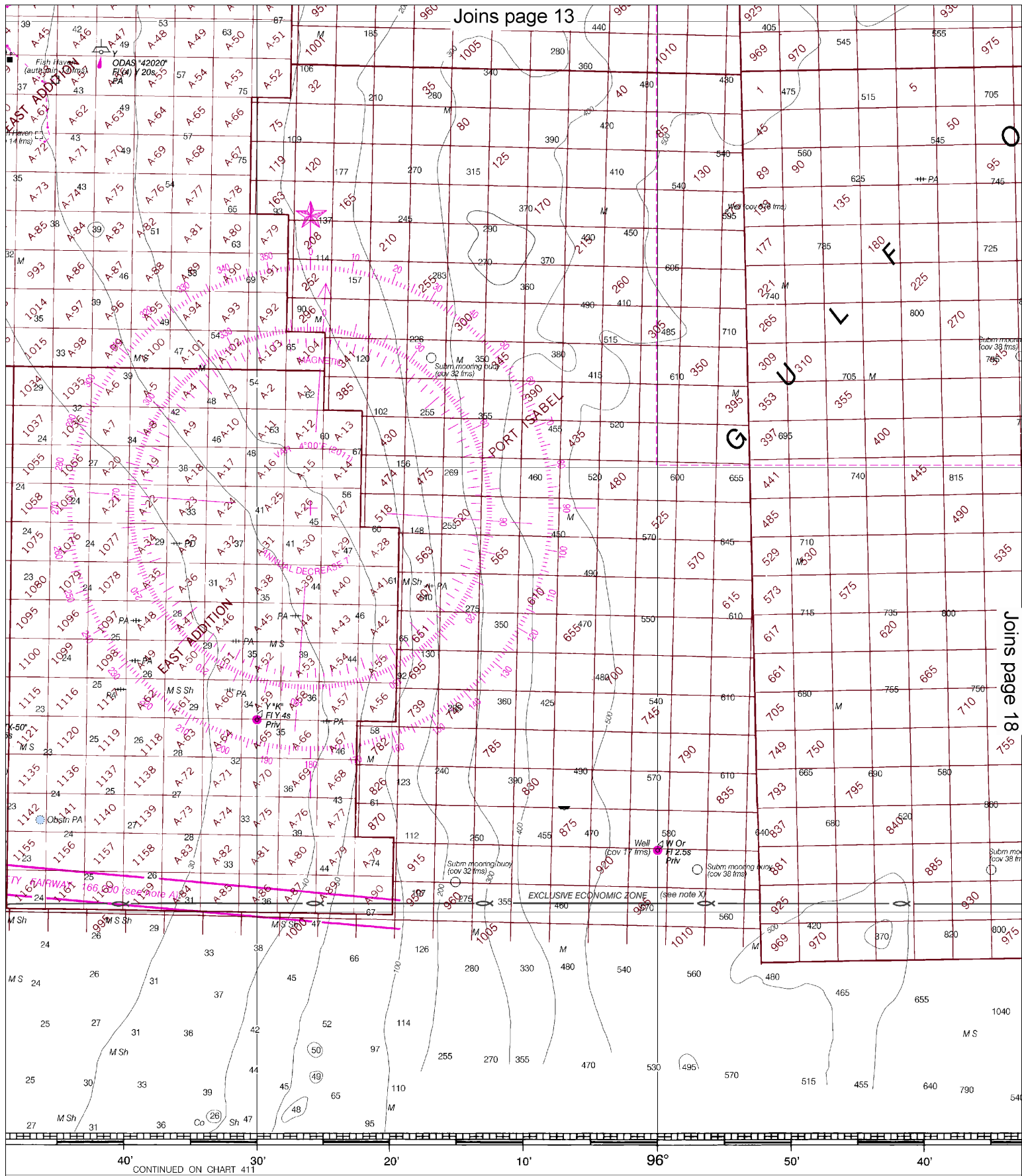






Note: Chart grid lines are aligned with true north.



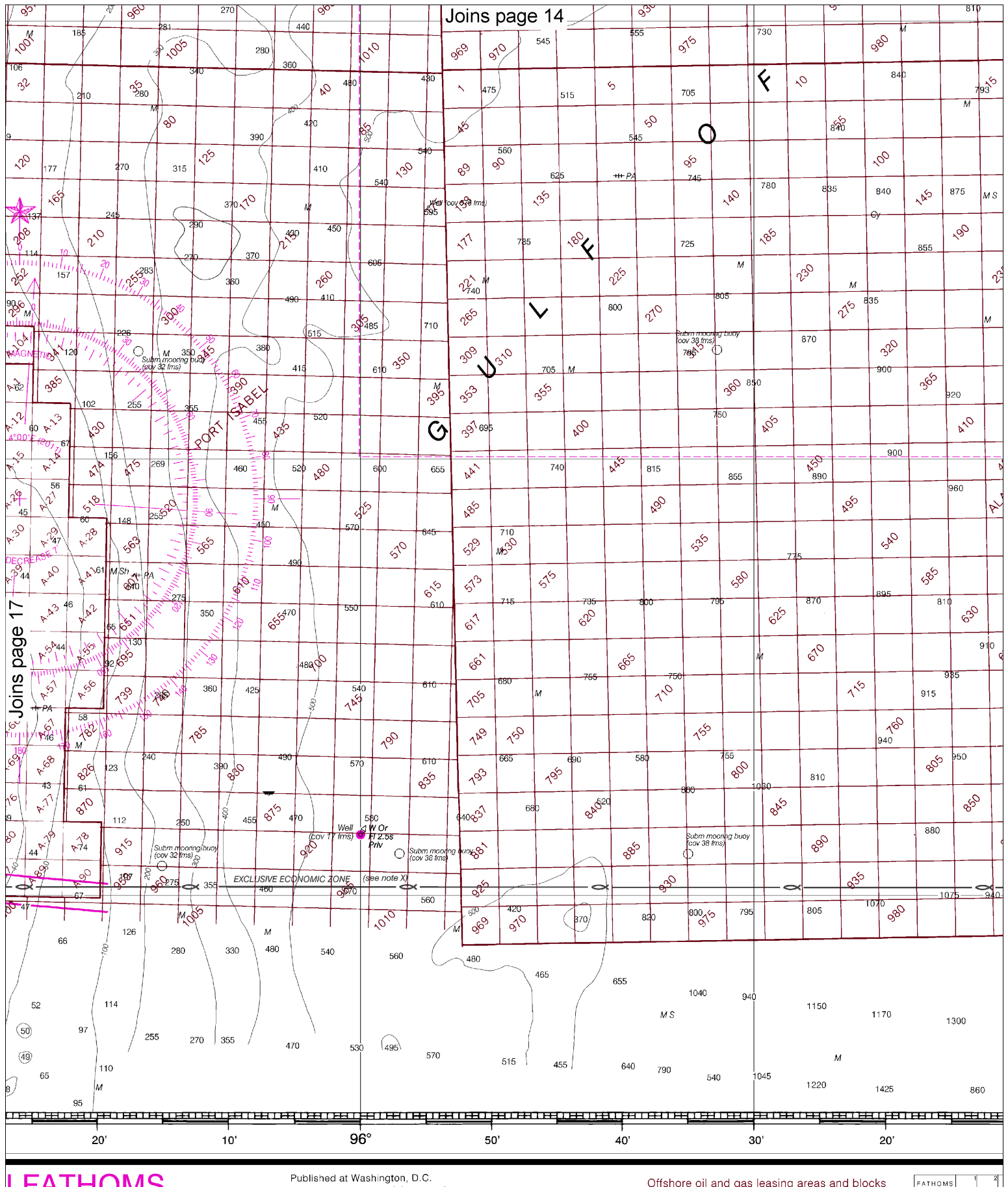


Joins page 18

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE

Offshore oil a



LEATHOMS

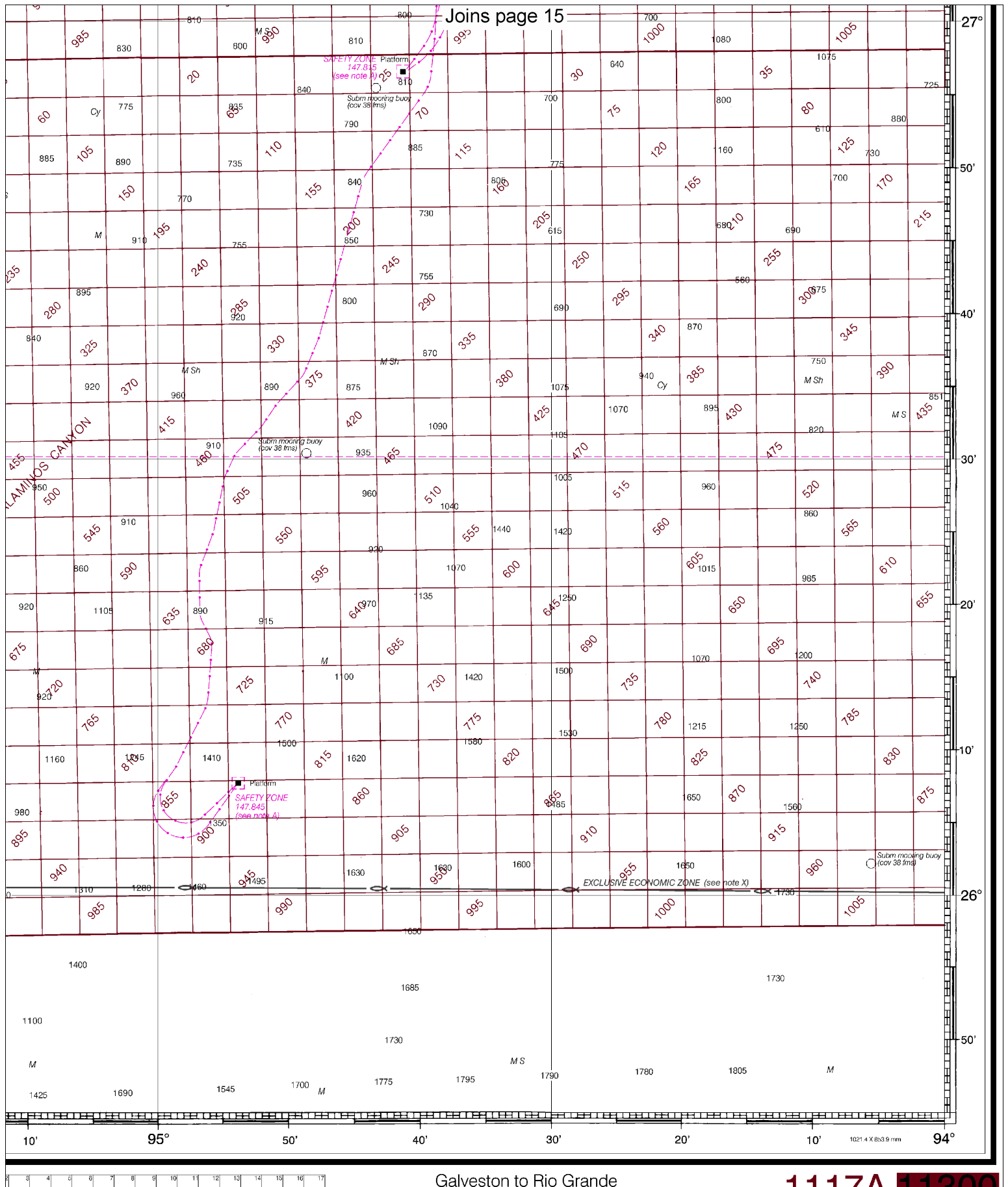
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE

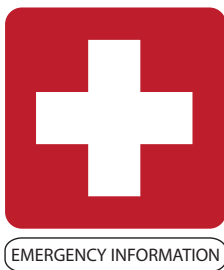
Offshore oil and gas leasing areas and blocks

FATHOMS 1 2

18

Note: Chart grid
lines are aligned
with true north.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

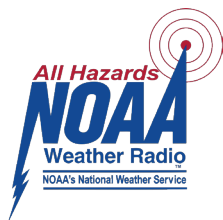
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker